

(e) Over 10 per cent during the past four years. This is inclusive of the interest on capital paid to the participating Government at $6\frac{1}{2}$ per cent on the capital contributed by them.

Sri M. MALLAPPA.—May I know whether the route between Davangere to Chitradurga will be nationalised immediately? An assurance was given to this effect on the floor of this House. What are the special reasons for not nationalising the road till now? Why private buses are being allowed to ply on the route which results in incurring heavy losses to Road Transport Corporation?

Sri MOHAMED ALI.—I do not think any categorical assurance had been given. What has been stated is that the Road Transport Corporation is contemplating to take all contiguous areas for nationalisation.

ಶ್ರೀ ಎಚ್. ಬಿ. ಪ್ಲಾವನಯ್ಯ.—ಮೈಸೂರು ರಾಜ್ಯದಲ್ಲಿ ರಾಷ್ಟ್ರೀಕರಣ ಮಾಡುವುದಕ್ಕೆ ಸಾಧ್ಯವಿರುವ ರಸ್ತೆಗಳು ಒಟ್ಟು ಉದ್ದವೆಷ್ಟು? (ಗು) ಪ್ರತಿಗೆ ಉತ್ತರ ಕೊಟ್ಟಿರುವುದರಲ್ಲಿ 10 ಪರ್ಸೆಂಟ್ ಹೆಚ್ಚಿಗೆ ಬಂದಿದೆ ಎಂದು ಹೇಳಿರುವುದು ನೆಚ್ ಪ್ಯಾಫಿಕ್ಟೇ ಅಥವಾ ಗ್ಯಾಸ್ ಪ್ಯಾಫಿಕ್ಟೇ? ರಾಷ್ಟ್ರೀಕರಣ ಮಾಡಿರುವ ಕಡೆ ಖಾಸಗಿ ಬಸ್ಸು ಮಾರ್ಗೀಕರ ಬಸ್ಸುಗಳನ್ನು ನರಕಾರ ತೆಗೆದು ಕೊಳ್ಳುವುದಕ್ಕೆ ಪ್ರಯತ್ನ ಮಾಡುವುದೇ?

Sri MOHAMED ALI.—Sir, the figures that have been given regarding 10 per cent is not only towards income and this is inclusive of interest which we pay to the Government for the capital invested in the Road Transport Corporation. There is no proposal to purchase the buses of the private operators where the routes have been nationalised and that now about 75,000 miles of routes have been nationalised by the Road Transport Corporation.

Sri SIDDIAH KASHIMATH.—May I know the time required for nationalising all the routes in the State?

Sri MOHAMED ALI.—It depends upon the provisions in plan allocations of the Fourth Five Year Plan.

Sri H. SIDDAVEERAPPA.—You are aware that from Bangalore to Belgaum the entire route has been nationalised, except the bit between the Chitradurga and Harihar. May I know, in spite of the repeated demands and requests, why the Government is not trying to take up that bit of route and what is it that is deterring you from taking that bit?

Sri MOHAMED ALI.—It is true that the routes up to Belgaum are nationalised. But all the roads in Chitradurga District are not nationalised. We have to allow overlapping on the road between Chitradurga and Harihar for feeder roads. Therefore, it will not be a monopoly road even if the Road Transport Corporation nationalised that route.

Sri H. SIDDAVEERAPPA.—Sir, you were pleased to take an additional new route from Shimoga to Harihar displacing hundreds of transport operators. May I know, what prevented you from extending the same thing here? It is also known to you that time was given to

(SRI H. SIDDAVEERAPPA)

them up to 1st November 1956, in spite of the fact that 12 years have lapsed, the Government is sleeping. Is it because the predominant Congress opinion is against taking up of that bit of route or what is it that deters you ?

Sri MOHAMED ALI.—At such a distance of time it is difficult for me to assign the reasons as to why this was not nationalised. Twelve years back this road was nationalised, when the Hon'ble Member was in charge of transport.

Sri H. SIDDAVEERAPPA.—We had given them only three months' time.

Sri MOHAMED ALI.—In spite of my attempts to trace out the papers, I could not get all those papers. It is very difficult for me to assign any reason for that.

Dr. R. NAGAN GOUDA.—Sir, three years ago the Government took over the buses in Bellary District. We have been travelling in buses and these buses are very irregular, unpunctual and they do not have time even to put boards on the buses. What steps you are going to take to remedy this kind of inefficiency?

Sri MOHAMED ALI.—If a specific instance is brought to the notice of the Government or the Road Transport Corporation, it will be easy to take immediate action in the matter. But so far as keeping time schedule of these buses is concerned, the report is that it is about 85 per cent regular.

ಶ್ರೀ ಎಸ್. ಗೋಪಾಲರಾವ್.—ಚಿಕ್ಕನಗರ ಮತ್ತು ಹೆಹರ ಭಾಗ ರಾಷ್ಟ್ರೀಕರಣ ಮಾಡಿದ ರಸ್ತೆ ಇದರೂ ಖಾಸಗಿ ಬಸ್‌ಗಳನ್ನು ಒಪ್ಪುವುದಕ್ಕೆ ಅವಕಾಶ ಕೊಟ್ಟಿದ್ದೀರಿ. ಈಗಲಾದರೂ ಅದನ್ನು ರಾಷ್ಟ್ರೀಕರಣ ಮಾಡುತ್ತೀರಾ ಮತ್ತು ಮಾರ್ಗಗಳನ್ನು ರಾಷ್ಟ್ರೀಕರಣ ಮಾಡುವುದನ್ನು ಹೇಗೆ ಡಿಪೈನ ಮಾಡಿದ್ದೀರಿ ?

Sri MOHAMED ALI. I have informed the House repeatedly that the policy of the Corporation is to take contiguous area for the sake of nationalisation of the routes and not an individual route as suggested by the Hon'ble Member.

1-30 P.M.

ಶ್ರೀ ಎಸ್. ಎಸ್. ರಾಮಣ್ಣ.—1-7-1968 ರಿಂದ ಶಿವಮೊಗ್ಗದ ಬಸ್ ಮಾರ್ಗಗಳನ್ನು ರಾಷ್ಟ್ರೀಕರಣ ಮಾಡಿದ್ದೀರಿ. ಅವುಗಳಿಂದ ಅವರ ಕುಂದು ಊರಗಳನ್ನು ರೂ ದೆಹಲಿನ್ ಪೋರ್ಟ್ ಡಿಪಾರ್ಟ್‌ಮೆಂಟಿನವರ ಗಮನಕ್ಕೆ ತಂದರೂ ಇದುವರೆಗೆ ಯಾವ ಕ್ರಮವೂ ನಡೆಯಲಿಲ್ಲ ಕೂಡ ಕೂಡದೇ ಇರುವುದು ತಪ್ಪು ಗಮನಕ್ಕೆ ಬಂದಿದೆಯೇ ?

Sri MOHAMED ALI.—Wherever instances of inconvenience have been brought to the notice of the Road Transport Corporation, action has been taken immediately.

ಶ್ರೀ ಎಸ್. ಎಸ್. ಶೆಟ್ಟರ್.—ರಾಷ್ಟ್ರೀಕರಣದ ನೀತಿಯಲ್ಲಿ ರಾಜಕೀಯ ಕಾರಣವೇ ಹೆಚ್ಚಿಗೆ ಇದೆ ಎಂದು ತಿಳಿದು ಬಂದಿದೆ, ಇದಕ್ಕೆ ಏನು ಹೇಳುತ್ತೀರಿ ?

SRI MOHAMED ALI.—This is nothing but insinuation.

Smt. WINNIFRED F. FERNANDES.—In answer to (a), under Mangalore Scheme, you have nationalised 31 routes. What is the reason for not nationalising the rest of the routes in South Kanara District?

SRI MOHAMED ALI.—There is only one reason, and that is simple and that is paucity of funds.

ಶ್ರೀ ಎನ್. ಹುಚ್ಚಮಾಸ್ತಿಗೌಡ.—ಸ್ವಾಮಿ, ರಾಷ್ಟ್ರೀಕರಣವಾಗಿರತಕ್ಕಂಥ ಬಸ್ ಮಾರ್ಗಗಳಲ್ಲಿ ಸರ್ಕಾರದವರು ಅಂದರಲ್ಲೂ ಕಾರ್ಪೊರೇಷನ್ ಅಥವಾ ಬಸ್‌ಗಳನ್ನು ಒಡೆಸಲು ಕೆಲವು ಖಾಸಗಿ ಬಸ್ ಮಾಲೀಕರಿಗೆ ಆ ರೂಟಗಳಲ್ಲಿ ಟರಿಸ್ಟ್ ಸರ್ವಿಸ್ ಹೆಸರಿನಿಂದ ಪ್ರತಿವರ್ಷವೂ ಪರ್ಮಿಷನ್ ಕೊಟ್ಟಿರುವುದು ನಿಜವೇ? ಇದರಿಂದ ಉತ್ತಮ ಕಡಿಮೆಯಾಗುವುದಕ್ಕೆ ಸರ್ಕಾರವೇ ಕಾರಣ ಎಂದು ಆರೋಪಣೆ ಮಾಡುತ್ತಾರೆ, ಅದಕ್ಕೆ ಏನು ಹೇಳುತ್ತೀರಿ?

SRI MOHAMED ALI.—So far as grant of permit to the private operators is concerned, there are semi-judicial bodies like RTA and SLA and the Government. The Chairman of the Road Transport Corporation has nothing to do with that and all the allegations made, are baseless and irresponsible.

ಶ್ರೀ ಎನ್. ಹುಚ್ಚಮಾಸ್ತಿಗೌಡ.—ಬೆಂಗಳೂರು-ಮಂಗಳೂರು ನೈಟ್ ಸರ್ವಿಸ್ ಒಂದನ್ನು ಇನಾಗುರೇಟ್ ಮಾಡಿದ್ದು ನಿಜವೇ? ಇದರಿಂದ ಕಾರ್ಪೊರೇಷನ್ ಗೆ ಬಡತಕ್ಕ ಉತ್ತಮ ಕಡಿಮೆಯಾಗುತ್ತದ್ದಲ್ಲವೇ? ಮತ್ತು ಇದು ಬೇಜವಾಬ್ದಾರಿ ಅಲ್ಲವೇ?

SRI MOHAMED ALI.—Inauguration is quite distinct from giving road permit

SRI D. B. KALMANKAR.—It is said that about 60 000 miles are approximately to be nationalised. May I know what is the amount involved for this nationalisation?

SRI MOHAMED ALI.—We may be requiring about Rs. 17 to Rs. 18 crores approximately.

ಶ್ರೀ ಇ. ನಾರಾಯಣಗೌಡ.—ಕಳೆದ ಅಧಿವೇಶನದಲ್ಲಿ 1968 ರೊಳಗೆ ಕೋಲಾರ ಜಿಲ್ಲೆಯಲ್ಲಿರುವ ಬಸ್ ಮಾರ್ಗಗಳನ್ನು ಸಂಪೂರ್ಣವಾಗಿ ರಾಷ್ಟ್ರೀಕರಣ ಮಾಡುತ್ತೇವೆಂದು ಆಶ್ವಾಸನೆ ಕೊಟ್ಟಿದ್ದೀರಿ. ಆ ವಿಚಾರ ಯಾವ ಮಟ್ಟದಲ್ಲಿದೆ?

SRI MOHAMED ALI.—The scheme for nationalisation of Kolar Route has been approved and it has been stayed by the High Court, and I am told that the High Court has withdrawn the stay orders. Now we have to make arrangements to implement the scheme.

ಶ್ರೀ ಹೆಚ್. ಬಿ. ಜ್ಯೋತೀಶ್ವರಯ್ಯ.—ಕಾರ್ಪೊರೇಷನ್‌ನಲ್ಲಿ ಡಿಪ್ರೀಸಿಯೇಷನ್ ಪಂಡ್ ಕೋಟಾಂತರ ರೂಪಾಯಿ ಇರುವಾಗ ಆ ಹಣದಿಂದ ಹೊಸ ಬಸ್‌ಗಳನ್ನು ಹಾಕುವುದಕ್ಕೆ ಬದಲಾಗಿ ಅದನ್ನು ಇತರ ಬಾಬುಗಳಿಗೆ ಒರ್ಪಡಿಸಿ ಮಾಡುತ್ತಿರುವುದು ನಿಜವೇ?

SRI MOHAMED ALI.—We are utilising depreciation fund for the purpose for which it is meant.

SRI B. P. GANGADHAR.—You have stated that over 10 per cent is the net return during the past four years. While calculating this 10 per cent, have you taken into consideration the annual depreciation on the vehicles?